

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY FINANCIAL MATTERS
Allocations for Supplemental Funds
Resolution: FA-01-01

Prepared By:
Jim Nicholas
Chief
Division of Programming
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CTC Meeting: July 11-12, 2001

Agenda Item: 2.5e

Original Signed By _____

W. J. EVANS
Chief Financial Officer
July 1, 2001

**ALLOCATION FOR ADDITIONAL FUNDS
FOR PREVIOUSLY APPROVED PROJECTS**

RESOLUTION FA-01-01

RECOMMENDATION

The Department recommends that the California Transportation Commission approve the following Resolution.

FINANCIAL RESOLUTION

Resolved, that \$9,688,000 be allocated from Budget Act Item 2660-301-0042, Budget Acts of 1995, 1998, 1999, and 2000 to provide additional funds for the projects on the attached sheet.

SUMMARY AND CONCLUSIONS

This resolution allocates \$9,688,000 of additional State and Federal funds for seven (7) previously approved projects listed below:

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Vote/G11 Amount</u>	<u>Award Amount</u>	<u>Current Budget Amount</u>	<u>Current Allocation Revision</u>	<u>Revised Budget Amount</u>	<u>Total Increase Vote/Award</u>
1	01-MEN-101	\$15,479,000	-----	\$15,479,000	\$2,211,000	\$17,690,000	14% V
2	03-NEV-49	\$330,600	\$344,600	\$344,600	\$325,000	\$669,600	103% V
3	04-MRN-101	\$859,000	\$966,500	\$1,058,500	\$360,000	\$1,418,500	65% V
4	04-SF-101	\$387,000	-----	\$387,000	\$258,000	\$645,000	67% V
5	06-FRE-99	\$16,563,000	-----	\$16,563,000	\$6,287,000	\$22,850,000	38% V
6	10-SJ-4,99	\$948,000	\$807,000	\$1,007,000	\$48,000	\$1,055,000	31% A
7	11-SD-L5506	\$1,667,000	\$1,667,000	\$2,000,000	\$199,000	\$2,199,000	32% V

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgrm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
1 \$2,211,000 Department of Transportation <u>MENDOCINO COG</u> Mendocino 01N-Men-101 5.7/9.2	Near Hopland at Pieta Creek Bridge to Russian River Bridge. Construct 4 lane expressway. Supplemental funds are needed to award the project. (\$463,000 charge to IIP Share Balance)	301701 0167B 2000/01 801-0653 301-0890 20.20.025.711 IIP-STIP	 \$1,776,000 \$13,703,000 \$15,479,000	 \$254,000 \$1,957,000 \$2,211,000	 \$2,030,000 \$15,660,000 \$17,690,000



PROJECT LOCATION & DESCRIPTION

The project is on Route 101 in Mendocino County, near Hopland, from the Pieta Creek Bridge to the Russian River Bridge. The project will replace an existing conventional rural two-lane highway with a four-lane expressway to alleviate traffic congestion.

FUNDING STATUS

The project was programmed in the 2000 STIP for \$15,479,000 with Interregional Improvement Program (IIP) funds for construction in the 2000/01 Fiscal Year. The project was voted for the programmed amount in February 2001. This request for \$2,211,000 to award the project results in a total increase of approximately 14% over the vote amount for this contract. This request exceeds Resolution G-12 capacity, so there will be a \$463,000 charge to the IIP Share Balance.

BACKGROUND

This segment of Route 101 is located in southern Mendocino County and is a conventional rural two-lane highway that was built in 1933. There are limited passing opportunities due to the lack of sight distance and the high volume of traffic that uses the road. The project constructs a four-lane expressway over 3.5 miles and replaces the Pieta Creek Bridge. This project is the third and final phase of converting the existing two-lane conventional highway into a four-lane expressway from the Sonoma County Line to Hopland.

REASON FOR INCREASE

The contract bids were opened in May 2001 and the lowest bid was significantly higher than the Engineer's Estimate. There were three bidders with the lowest bid being approximately \$2,211,000 over the Engineer's Estimate. After reviewing the contract bids, most of the increase can be attributed to the excavation, pavement, and roadway base items. Interviews with the bidders indicate that the cost of excavation reflects the high cost to dispose of soil that contains Naturally Occurring Asbestos (NOA) and the costs associated with hauling the material to an appropriate disposal site. The pavement and roadway base item increases can be attributed to an increase in energy prices to process each material, and to the increase in oil prices to make asphalt concrete binder. An additional \$2,211,000 is needed to award the project.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,211,000 to allow the project to be awarded.

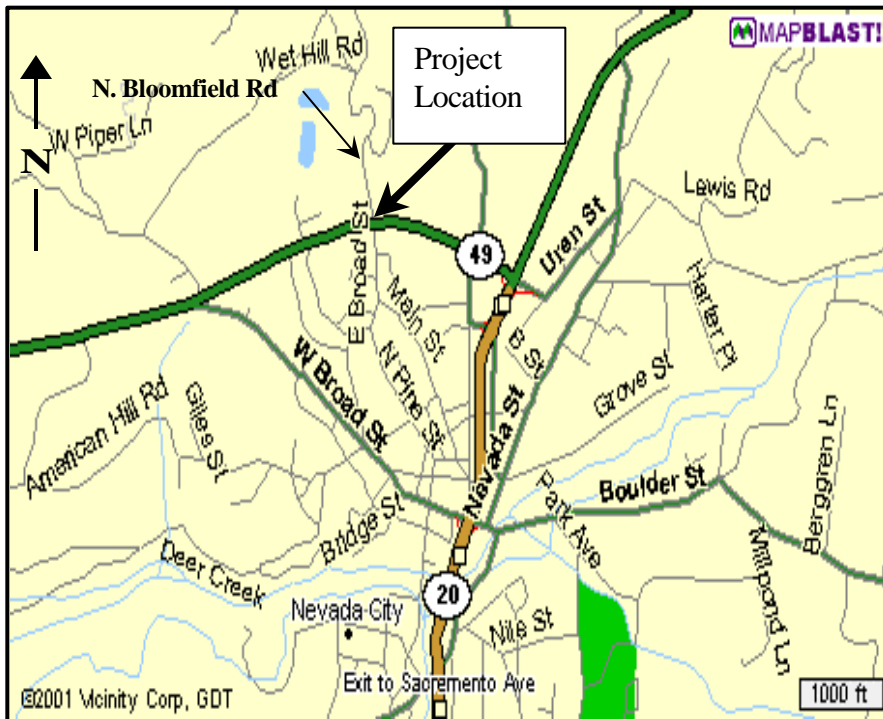
OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the project.

The Department considered this option. Analysis of the current bids indicate that re-advertising the project will not necessarily produce bids lower than the current amount. The Department reviewed the scope of the project and looked into redesigning or eliminating items from the project, but no practical cost saving opportunities were identified.

RECOMMENDATION

The Department recommends that this request for \$2,211,000, as presented in Option A above, be approved to allow this contract to be awarded.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
2 \$325,000 Department of Transportation Nevada 03N-Nev-49 15.4	In Nevada City at East Broad Street and North Bloomfield Road. Install signal and improve intersection. Supplemental funds are needed for on- going project.	2A1201 Minor 1999/00 301-0042 301-0890 20.20.201.310 SHOPP	\$344,600 \$344,600	\$325,000 \$325,000	\$669,600 \$669,600



PROJECT DESCRIPTION AND LOCATION

The project is in Nevada County, in Nevada City, on Route 49 at the intersection of East Broad Street and North Bloomfield Road. The project installs a traffic signal, lighting and widens Route 49 to construct left turn lanes.

FUNDING STATUS

The project was programmed in the 2000 SHOPP Minor Program for \$300,000 for construction in the 1999/2000 Fiscal Year. The project was voted for \$330,600 in July 1999 with an additional contribution of \$135,700 from the County of Nevada to perform electrical work. An additional \$14,000 was allocated under Resolution G-12 to award the project in March 2000. This request for \$325,000 results in a total increase of approximately 103% over the vote amount for this contract.

BACKGROUND

The project makes operational improvements by installing a traffic signal and constructing left turn lanes at the intersection of East Broad Street and North Bloomfield Road on Route 49. This segment of Route 49 is a rural two-lane highway with unpaved shoulders in mountainous terrain. Both East Broad Street and North Bloomfield Road have stop signs that control access on to Route 49.

REASON FOR INCREASE

During excavation operations to widen the roadway for the construction of the left turn lanes, the Contractor encountered solid rock rather than hard rock layers that were identified in the project special provisions. After consulting with the project geotechnical engineer, it was recommended that a controlled blasting method be used to dislodge the rock instead of a mechanical method. An additional \$325,000 is needed for additional traffic control during blasting operations and to remove the rock using a blasting method.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$325,000 to allow this project to be completed.

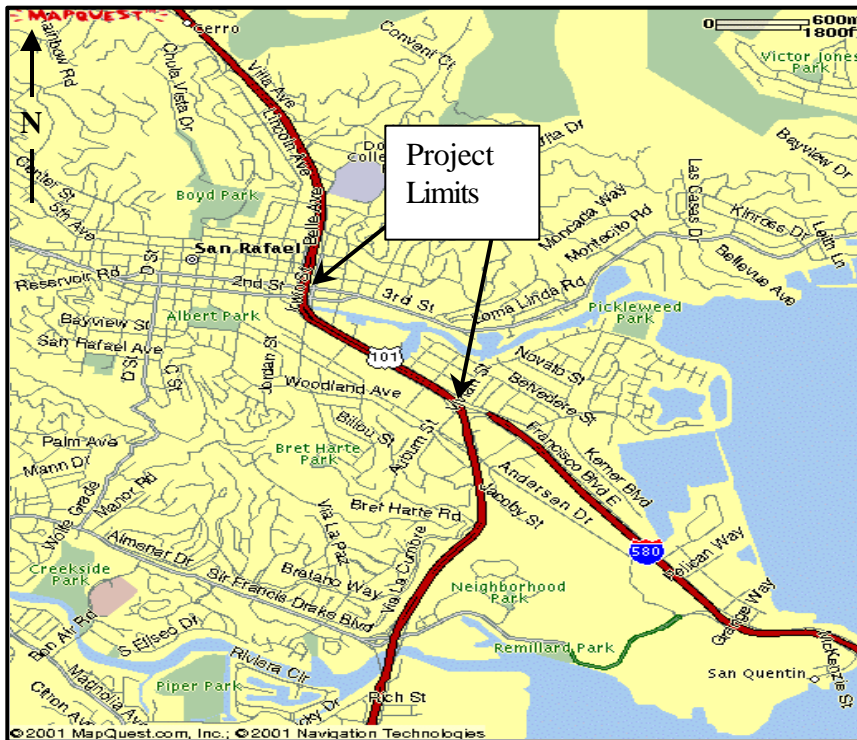
OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. There is no portion of the work that can be eliminated from the project without impacting the scope. The rock has to be removed to construct the turn lanes and a controlled blast method best meets the field conditions.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$325,000, to allow this project to be completed.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
3 \$360,000 Department of Transportation Marin 04N-Mrn-101 10.0/10.8	In San Rafael from Route 580 to 2 nd Street. Rebuild retaining wall and install concrete barrier. Supplemental funds are needed for on- going project.	247601 (0353B) 2000/01 301-0042 301-0890 20.20.201.010 SHOPP	\$1,058,500 \$1,058,500	\$360,000 \$360,000	\$1,418,500 \$1,418,500



PROJECT DESCRIPTION AND LOCATION

The project is on Route 101 in Marin County, in San Rafael, from the Route 580 on-ramp to the 2nd Street off-ramp. The project replaces metal beam guardrail with concrete barrier rail and reconstructs a retaining wall.

FUNDING STATUS

The project was programmed in the 2000 SHOPP for \$859,000 for construction in the 2000/01 Fiscal Year. The project was voted in August 2000 for the programmed amount. In September 2000 a Resolution G-12 allocation of \$107,500 was made to award the project for \$966,500. In January 2001, an additional G-12 allocation was made for \$92,000 to pay for overruns in contract item work. This request for \$360,000 results in a total increase of approximately 65% over the vote amount for this contract.

BACKGROUND

This segment of Route 101 is a six-lane freeway with auxiliary lanes and is approximately 3 kilometers northwest of the Richmond-San Rafael Bridge. The project replaces the existing metal beam guardrail that separates the northbound Route 101 traffic on the right shoulder from a frontage road, Francisco Boulevard East, and reconstructs a retaining wall. The project improves the safety of motorists, reduces frequent guardrail repairs and reduces the exposure of maintenance workers to traffic.

REASON FOR INCREASE

In preparation for removing the existing retaining wall and constructing a new retaining wall, the Contractor was attempting to install temporary steel sheet piles to shore the existing wall when a man-made buried object was encountered that could not be penetrated by the steel sheet piles. As a result of this discovery, the project was temporarily suspended while engineering geologists took additional borings along the alignment of the planned steel sheet pile wall to determine the appropriate course of remedial action. The borings identified the obstruction as a two-meter thick layer of interlocking railroad ballast rock and the engineering geologists recommended that the retaining wall design be modified to a design that did not require a subsurface concrete footing. An additional \$235,000 is needed to compensate the Contractor for constructing a soil nail type of retaining wall.

The City of San Rafael requested that the Department modify the barrier along the northbound shoulder to allow passing motorists to better view the fronting businesses along Francisco Boulevard East. An additional \$125,000 is needed for the modifications made to the barrier.

This funds request will allow the project to be completed as planned, but the Contractor has filed several Notices of Potential Claim that have not been resolved at this time. Additional supplemental funds may be needed in the future if the Department determines any of the potential claims submitted by the Contractor are valid.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$360,000 to allow this project to be completed.

OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. The retaining wall design change was needed due to unanticipated conditions in the field. The concrete barrier modification was needed to avoid economically impacting the local businesses along the freeway that rely on visibility to attract customers.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$360,000, to allow this project to be completed.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
4 \$258,000 Department of Transportation San Francisco 04N-SF-101 R6.8/R7.1	In the City and County of San Francisco from Utah Street to Vermont Street. Bridge railing replacement. Supplemental funds are needed to award the project.	258901 Minor 2000/01 301-0042 301-0890 20.20.201.110 SHOPP	\$387,000 \$387,000	\$258,000 \$258,000	\$645,000 \$645,000



PROJECT DESCRIPTION AND LOCATION

The project is on Route 101 in the City and County of San Francisco, from Utah Street to Vermont Street. The project replaces the existing bridge railing with a concrete barrier.

FUNDING STATUS

The project was programmed in the 2000 SHOPP Minor Program for \$387,000 for construction in the 2000/01 Fiscal Year. The project was voted in December 2000 for the programmed amount. This request for \$258,000 results in a total increase of approximately 67% over the vote amount for this contract.

BACKGROUND

The project replaces damaged bridge railings with cast-in-place concrete barriers on one bridge ramp that connect southbound Route 101 (Central Viaduct Freeway) with westbound Route 80. The original bridge railings were constructed in the 1950's and are located along a tight radius curve. Errant vehicles have struck

the existing bridge rail 35 times during the past two years with some of the hits resulting in concrete debris falling down on to the city streets below.

REASON FOR INCREASE

The contract bids were opened in May 2001 and the lowest bid was substantially higher than the Engineer's Estimate. There were two bidders with the lowest responsible bid being approximately \$258,000 over the Engineer's Estimate.

Analysis of the bids indicates that the increase in cost is predominantly concentrated in the barrier items and the traffic control items with the Concrete Barrier (Type 41) item being bid approximately \$120,000 higher than the Engineer's Estimate; the Flashing Beacon and Lighting item was approximately \$60,000 higher; the Traffic Control System item increased by approximately \$50,000; and the Temporary Railing (Type K) item was over by approximately \$32,000. The small workspace on an elevated structure with high traffic volumes and the traffic handling restrictions that force much of the work to be performed at night were cited as the primary reasons for the higher than normal unit costs for the four items. An additional \$258,000 is needed to award the project.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$258,000 to allow the project to be awarded.

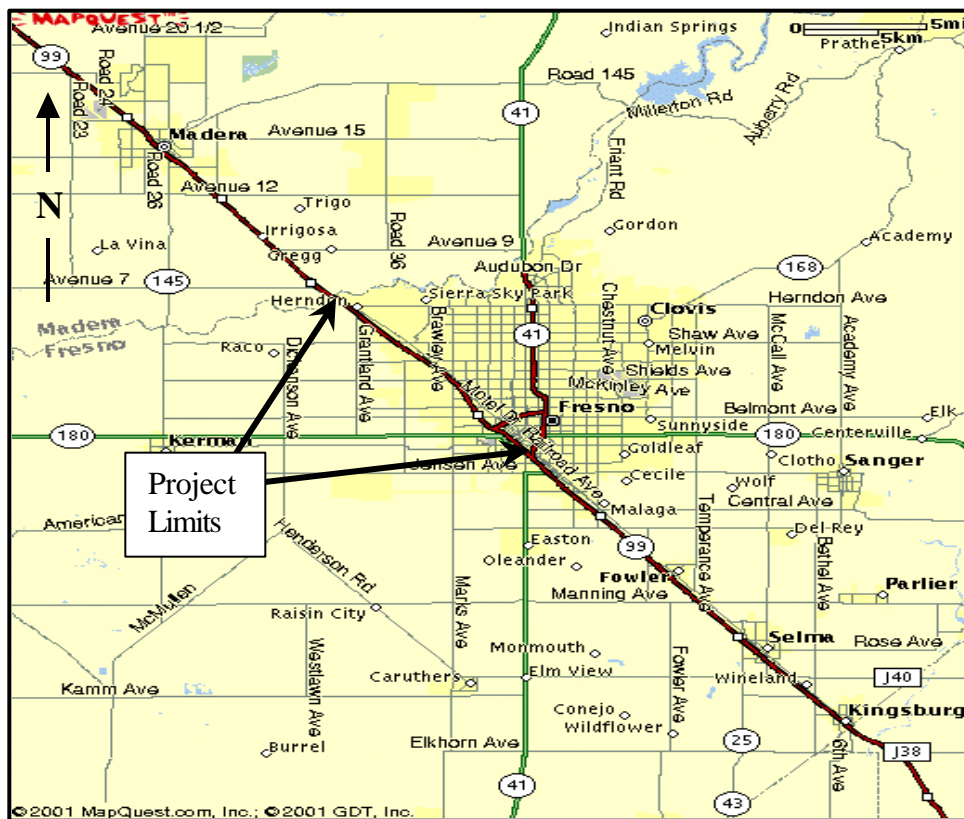
OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the project.

The Department considered this option. Analysis of the current bids indicates that re-advertising the project will not necessarily produce bids lower than the current amount. The Department reviewed the scope of the project and looked into redesigning or eliminating items from the project, but no practical cost saving opportunities were identified.

RECOMMENDED OPTION

The Department recommends that this request for \$258,000, as represented in Option A above, be approved to allow this contract to be awarded.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
5 \$6,287,000 Department of Transportation Fresno 06N-Fre-99 20.2/31.6	In Fresno from Ventura Street to Madera County Line. Rehabilitate roadway. Supplemental funds are needed to award the project.	393301 1641 2000/01 301-0042 301-0890 20.20.201.120 SHOPP	\$1,900,000 \$14,663,000 \$16,563,000	\$722,000 \$5,565,000 \$6,287,000	\$2,622,000 \$20,228,000 \$22,850,000



PROJECT DESCRIPTION AND LOCATION

The project is in Fresno County on Route 99, in and near the City of Fresno, from the Ventura Street Overcrossing to the Madera County Line. The project will crack, seat and overlay the existing pavement, widen inside shoulders, overlay ramps, clean up gores, construct single thrie beam barriers and traffic monitoring stations, and install communication conduit.

FUNDING STATUS

The project was programmed in the 2000 SHOPP for \$14,795,000 for construction in the 2000/01 Fiscal Year. The project was voted in March 2000 for \$16,563,000, \$1,768,000 over the programmed amount, due primarily to increasing the scope of the project to include additional slab replacement, additional grinding, adding thrie beam barrier to the project and adding the installation of communication conduit. This request for \$6,287,000 results in a total increase of approximately 38% over the vote amount for this contract.

BACKGROUND

This segment of Route 99 functions as a high volume arterial and is important for interstate movements of people, goods, and services. This segment of Route 99 varies between a six-lane freeway and four-lane freeway.

REASON FOR INCREASE

The contract bids were opened in May 2001 and the lowest bid was significantly higher than the Engineer's Estimate. There were four bidders with the lowest bid being approximately \$6,287,000 over the Engineer's Estimate. The spread between the low bid and high bid was approximately \$7,000,000, but only approximately \$2,500,000 between the low bid and the third lowest bid. After reviewing the contract bids, most of the increase can be attributed to the Asphalt Concrete (AC) and Replace Concrete Pavement items that were bid approximately \$6,000,000 above the Engineer's Estimate. Interviews with the bidders indicate that the AC item cost reflects the high cost of energy and natural gas that is used in the production of AC and the lane closure restrictions that decrease production rates. The restricted lane closures are needed to minimize the impact of delays on the travelling public by requiring most of the work to be performed at night. The Replace Concrete Pavement item cost reflects the bidders choosing to use the more expensive fast-setting hydraulic cement concrete alternative to increase production rates when replacing broken concrete slabs in the middle lanes of the six-lane freeway segments. Because the Department has confirmed that adequate AC production capacity will be available, the high bids have to be based on adjustment to the tight work windows, unfamiliarity in the area with night operations, and development of efficient procedures for placing fast-setting hydraulic cement concrete. An additional \$6,287,000 is needed to award the project.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$6,287,000 to allow the project to be awarded.

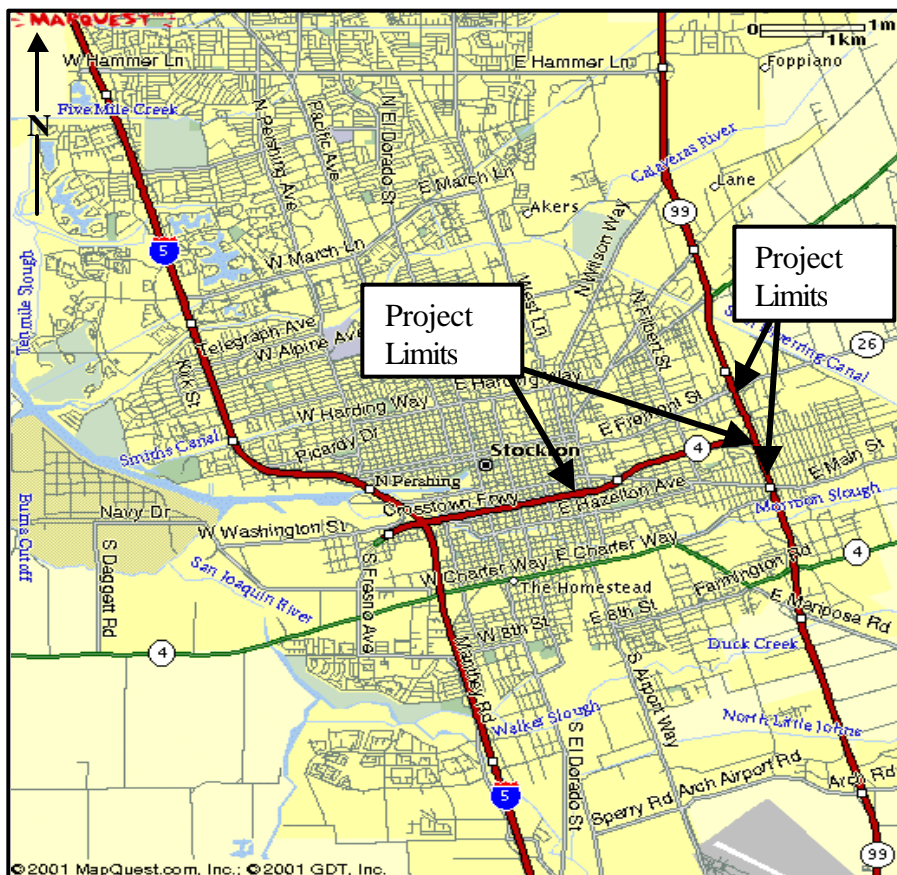
OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the project.

The Department considered this option. The majority of the work is to be performed at night to lessen the impacts of delays on the travelling public and must be completed before the winter season when nighttime temperatures are less favorable for concrete panel replacement. There are sufficient working days in the project to meet the necessary production rates and there is an adequate pool of suppliers to complete the project in a timely manner. Although most bidders acknowledged that the tight lane closure restrictions would reduce production rates, none reportedly believed that re-advertising the project would produce lower bid prices. Re-advertising the project would probably not produce lower bids.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$6,287,000, to allow this contract to be awarded.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgrm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
6 \$48,000 Department of Transportation San Joaquin 10N-SJ-4, 99 R17.6/R19.5-18.3/19.2	In and near Stockton on Route 4 from Wilson Way Undercrossing to Route 4/99 Separation; and on Route 99 from north of Main Street Overcrossing to south of Route 26/99 Separation. Highway planting. Supplemental funds are needed to closeout project. (Cost increase does not impact San Joaquin County Share Balance).	335971 0719Y 1994/95 301-0042 301-0890 20.20.101.520 RIP-STIP 1998/99 301-0042 301-0890 20.20.075.414 GFRIP-STIP	 \$115,500 \$891,500 \$1,007,000	 \$6,000 \$42,000 \$48,000	 \$121,500 \$933,500 \$1,055,000



PROJECT DESCRIPTION AND LOCATION

The project is in San Joaquin County, in and near Stockton, on Route 4 from the Wilson Way Undercrossing to the Route 4/99 Separation structure, and on Route 99 from just north of the Main Street Overcrossing to just south of the Route 26/99 Separation structure. The project provided highway planting and installed irrigation systems.

FUNDING STATUS

The project was programmed in the 1994 STIP for \$1,332,000 in Federal Congestion Relief funds for construction in the 1994/95 Fiscal Year. In July 1995, the project was voted for \$948,000. In September 1995, the project was awarded for \$807,000. In February 1998, a Resolution G-12 allocation was made for \$175,000 to maintain existing plantings, repair existing irrigation systems and provide additional traffic control. In December 2000, an additional Resolution G-12 allocation was made for \$25,000 to resolve an outstanding claim. This request for \$48,000 results in a total increase of approximately 31% over the award amount for this contract. This cost increase is within the STIP Guideline limits and there is no impact to the San Joaquin County Share Balance.

BACKGROUND

The project consisted of installing irrigation systems and 72 acres of highway planting on Route 4 in Stockton, also referred to as the Crosstown Freeway. The project was a follow-up project to the construction of the Crosstown Freeway that was completed in December 1993.

The planting provides aesthetic treatment to the freeway to make the roadside compatible with the community and the adjoining Route 99. The planting also softens the visual appearance of the existing soundwalls and bridge structures while helping with graffiti abatement.

REASON FOR INCREASE

After the completion of construction, the Proposed Final Estimate (PFE) was submitted to the Contractor to closeout the project. The Contractor returned the PFE with exceptions that requested additional compensation for time extensions and delays, additional work and overhead, and modifications to some of the irrigation systems. A settlement agreement has been reached that settles all claims with the Contractor for the estimated sum of \$57,000, which includes interest. The remaining contingency balance in the project is approximately \$9,000 so \$48,000 in additional funds is needed to compensate the Contractor.

FUNDING OPTIONS

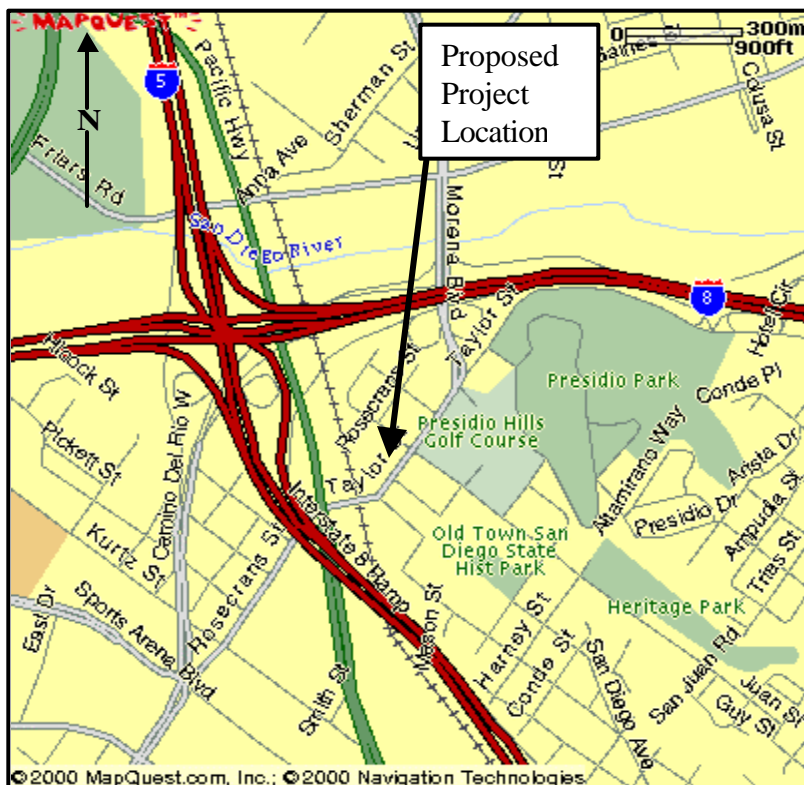
OPTION A: Approve the Department's request for \$48,000 to allow the Contractor to be compensated and the project closed.

OPTION B: Deny this request and force cases the Contractor to pursue legal action to recover any costs for which they may be entitled. Delaying payment may cause additional interest to accrue and increase the final costs.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$48,000, to allow this contract to be closed.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgr Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
7 \$199,000 Department of Transportation San Diego 11U-SD-L5506	In San Diego at the District Office. Preliminary Project Development Costs. Supplemental funds are needed for on- going project.	239101 0595 1999/00 301-0042 301-0890 20.20.201.353 SHOPP	\$2,000,000 \$2,000,000	\$199,000 \$199,000	\$2,199,000 \$2,199,000



PROJECT DESCRIPTION AND LOCATION

The project is in the City and County of San Diego for the Preliminary Drawings Phase of the Department's new District 11 Office Building. The project provides funding to the Department of General Services to complete the preliminary plans and get environmental clearance for the project. The new office building will be located across the street from the existing office at the corner of Taylor Street and Juan Street. The Working Drawings and Construction Phases are estimated at approximately \$74 million and will be financed by the sale of bonds.

FUNDING STATUS

The project was amended into the 1998 SHOPP for \$1,667,000 for allocation in the 1999/2000 Fiscal Year. The project was voted for the programmed amount in August 2000. A Resolution G-12 allocation was made in January 2000 for \$333,000 to increase the capacity of the proposed building to 956 staff instead of the initial initially planned 704. This request for \$199,000 to complete the Preliminary Plans Phase results in a total increase of approximately 32% over the vote amount for this contract.

BACKGROUND

The District Office in San Diego has been at its current location since 1953, when the office housed 70 employees. Since that time numerous building additions have been made, but current demands for office space exceed the capacity of the present location. Currently, there are approximately 100 employees housed in leased office space throughout San Diego.

Several studies were performed to determine the feasibility of either maintaining the existing District Office complex, leasing a facility, or constructing a new facility. The studies concluded that the existing District Office complex was functionally inefficient; needed to be brought into compliance with current seismic safety codes; required numerous fire, life and safety upgrades; and did not comply with the Americans with Disabilities Act (ADA). The study also concluded that the Department of Transportation should seek to construct a new District Office facility instead of entering into expensive lease agreements.

In October 1998, the Department of General Services conducted studies to explore building a new office complex and concluded the site that best meets the Department's needs is located adjacent to the existing facility.

The new facility will provide a safe and efficient office facility for employees; improve the level of service and ensure efficient and easy access to all members of the public; and provide an office facility that will consolidate the primary functional divisions of the District at one location.

REASON FOR INCREASE

The planners thought that the State had clear title to the entire site, but it has recently been discovered that a portion of the new project site is located on a dedicated, but unused, city street which must be abandoned before the project can proceed to the State Public Works Board for approval. The City of San Diego's requirements that the project comply with the normal street abandonment process created unforeseen schedule and budget issues. The project first needs to proceed through the City's Land Use Development Permit process resulting in additional work. To receive the final street abandonment decree, the project has to have a completed final Environmental Impact Report (EIR), receive a majority of votes from the City Planning Commission and receive a recorded resolution action from the City Council. As a result, an additional \$199,000 is needed for additional architectural and environmental work to maintain the delivery goals of the project.

FUNDING OPTIONS

OPTION A: Approve the Department of Transportation's request for \$199,000 to allow the preliminary plans to be completed.

OPTION B: Deny this request and direct the Department to deliver the project within the current allocation. The Department of Transportation considered this option. This is the first phase of the project. Delaying payment for the Approve Preliminary Plans phase will delay the schedule for the construction of the new District 11 Office Building.

RECOMMENDED OPTION

The Department of Transportation recommends OPTION A, as presented above for \$199,000, to allow this phase to be completed so the Working Drawings can begin in August.

Mendocino Council of Governments

367 North State Street ~ Suite 206 ~ Ukiah, CA 95482
Phone (707) 463-1859 ~ Fax (707) 463-2212

June 18, 2001

REC'D BY CTC

JUN 21 2001

Mr. Allen Lawrence, Chairman
California Transportation Commission
P.O. Box 942873 (MS-52)
Sacramento, CA 94273-0001

RE: ADDITIONAL FUNDING FOR S.R. 101 - HOPLAND UNIT 3 PROJECT

Dear Chairman Lawrence:

Caltrans recently informed us that bids were opened on what we call the Hopland Unit 3 project. This project will widen a particularly notorious segment of Route 101 from a two-lane conventional roadway to a four-lane expressway. It is the third and final stage of a 9-mile segment from the Sonoma County line to Hopland, a priority improvement in Mendocino County.

I understand that the low bid for Unit 3 is in excess of 15% over the engineer's estimate for this project. Caltrans tells me that they must seek authorization from the CTC for an additional \$2 million, otherwise they will be forced to re-advertise. This will add further delay to a project which we had hoped to complete years ago.

You will be receiving other letters of support for adding funding to this project. I reviewed one of those last week, from Patricia Campbell, the Chair of the Mendocino County Board of Supervisors. In Chair Campbell's letter to you, she notes that this particular segment has a history of "spectacular head-on collisions, due primarily to unsafe passing resulting from poor judgment, poor sight distance, and relatively high congestion." Unfortunately, our local concerns which Chair Campbell recently relayed to you, have again proven to be prophetic (please see attached article from the June 17, 2001 Ukiah Daily Journal).

The Mendocino Council of Governments urges the California Transportation Commission to add funding to this project, thereby avoiding further delays to implementation.

Thank you for your consideration.

Sincerely,



Phillip J. Dow, P.E.
Executive Director

cc: Rick Knapp, Caltrans District 1

Two killed in head-on near Hopland

By LEEANN LAMBERT
The Daily Journal

Two Northern Sonoma County residents were killed in a two-vehicle, head-on collision early Saturday morning on a two-lane stretch of Highway 101 south of Hopland. The California Highway Patrol reports the accident closed down the roadway in both directions until 9:45 a.m.

The surviving driver of one of the vehicles, Patrick E. Patterson, 37, of Blue Lake, suffered major injuries but was arrested at the scene for felony driving under the influence and gross vehicular manslaughter. He was flown by Calstar helicopter to Santa Rosa Memorial Hospital, the report states.

Law enforcement officials have notified the next of kin of Steven W. Gunter, 47, of Cloverdale, and Catherine L. Collins, 45, of Windsor, who were pronounced dead by Mendocino County sheriff's coroner personnel at the scene of the accident near the Pieta Creek Bridge. They were in a 1975 motorhome southbound on Highway 101 at about 3:30 a.m. Saturday when they were reportedly struck by Patterson's 1994 Chevy pickup. They were not wearing seat belts.

The CHP reports that Patterson, who was driving north on Highway 101,

"allowed his vehicle to drift off the right side of the road and onto the gravel shoulder." Then Patterson allegedly "swerved back onto the roadway and crossed over the double yellow centerlines into the (southbound) lanes" directly in front of the motorhome.

The two vehicles came to rest across both lanes of the highway. Personnel from the CHP, California Department of Forestry, Hopland Volunteer Fire Department, Ukiah Ambulance, Cloverdale

Fire Department, Calstar, California Department of Fish and Game and the Mendocino County Sheriff's Office all responded to the scene. Highway 101 was closed for just over six hours, reports the CHP, for investigation and cleanup.

"Any witnesses to the vehicle collision are requested to contact CHP Officers Nokes or Scott at the Ukiah CHP office," says the report, and can reach them by calling 467-4040.